The Hongkong Telegraph.

No. 3187 — TUESDAY, JULY 5, 1892. — SIX DOLLARS PER QUARTER

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital ..... £ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—

D. Gillies, Esq. | Chow Tung Shang, Esq.
Chan Kit Shan, Esq. | W. Wotton, Esq.
C. J. Hirst, Esq. | Kwan Hoi Chuen, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

ADVISORY COMMITTEE IN LONDON:—

THOMAS CARMICHAEL, Esq.—Messrs. Dent, Palmer & Co.
JOHN BUTTERY, Esq.—Messrs. John Buttery & Co.
C. B. STUART-WORTLEY, Esq., M.P., for Hallam.
GEO. MUNRO, Manager.

BANKERS:—

The Alliance Bank (Limited.)
The Commercial Bank of Scotland.
Yokohama—H. FRASER, Manager.
Shanghai—T. J. GALLOWAY, Manager.
Amoy—J. ANDERSON, Manager.

CURRENT ACCOUNTS opened. Money received on Deposit. Drafts issued. Bills purchased and collected. Advances made on Securities or goods in neutral Godowns. Usual Bank Agency business undertaken.

Interest for 12 months Fixed, 5 per Cent.
" 6 " " 4 "
" 3 " " 3 "
CURRENT ACCOUNTS 2 "

For Rates of Interest for other periods apply to the Manager.

Hongkong, 18th May, 1892. [8

NEW ORIENTAL BANK CORPORATION, LIMITED.

SHAREHOLDERS of this BANK (Holding either GOLD or SILVER WARRANTS) who are willing to assist the Scheme of RECONSTRUCTION by subscribing to the proposed NEW ISSUE of Capital, are invited to communicate without delay to the Undersigned, signifying the number of Shares they are prepared to take in event of the Scheme being successfully carried out.

E. W. RUTTER,
Manager.

Hongkong, 25th June, 1892 [663

Insurances.

THE FUNDS OF THE STANDARD LIFE OFFICE

ARE invested entirely within the British Dominions and are thus free from the complications which might arise in time of war. They now amount to Seven Millions Sterling, and have increased 50 per cent in the last 15 years.

DODWELL, CARLILL & Co.,
679—1] Agents, Hongkong.

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

THE Undersigned are prepared to accept FIRE and MARINE INSURANCES on favourable terms.

Current rates, and a guaranteed Bonus equal to that paid by the local Offices.

GEO. R. STEVENS & Co.,
Agents.
No. 2, Queen's Road, Hongkong.

Hongkong, 2nd April, 189 . [389

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED $1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE.
No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1892. [149

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000, EQUAL TO $833,333.33
RESERVE FUND $318,000.00

BOARD OF DIRECTORS.

LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1885. [1178

Notices of Firms.

NOTICE.

THE INTEREST and RESPONSIBILITY of J. DE SONNAVILLE and J. H. MACLEHOSE in our Firm CEASED on 31st December, 1891.

Mr. J. H. MACLEHOSE will SIGN the Firm from 1st July.

MACEWEN, FRICKEL & Co.

Hongkong, 30th June, 1892. [685

DAKIN, CRUICKSHANK & CO., LIMITED.

THIS Company, formed and registered in Hongkong, has taken over the Businesses carried on by Messrs. DAKIN BROS. OF CHINA, LIMITED, and Messrs. CRUICKSHANK & Co., LIMITED, together with all ASSETS and LIABILITIES; and all amounts owing to and due by the two above mentioned concerns will be received and paid by DAKIN, CRUICKSHANK & Co., LIMITED.

For DAKIN, CRUICKSHANK & Co., LTD.
FRANK W. WATTS,
Manager.

Hongkong, 1st July, 1892. [689

Intimations.

SELAMA TIN MINING COMPANY, LIMITED.

HOLDERS of SCRIP and unregistered TRANFERS OF SHARES in the above Company, are requested to send the same to the Undersigned at ONCE for registration, so as to facilitate the proposed RECONSTRUCTION.

By Order,
W. HUTTON POTTS,
Secretary.

Hongkong, 28th June, 1892. [674

NOTICE.

PUNJOM & SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

ALL PERSONS holding SCRIP in the above Company are requested to send them in at once for TRANSFER.

A Circular will be sent to each SHAREHOLDER, in reference to the re-construction of the Company.

A. O'D. GOURDIN,
Secretary.

Hongkong, 25th May, 1892. [557

HONGKONG PRINTING PRESS Company, Limited.

NOTICE.

SUBSCRIBERS are requested to send in their applications to the BANKERS together with application MONEY without further delay.

Intending INVESTORS are hereby reminded that application for Shares CLOSES on the 15th instant, on which date allotment will be proceeded with.

L. J. XAVIER,
Manager.

Hongkong, 2nd July, 1892. [694

PROFESSIONAL NOTICE.

DURING my temporary absence from HONGKONG my Dental Surgery will be CLOSED.

DENTON E. PETERSON,
No. 9, Connaught House,
Queen's Road.

Hongkong, 2nd June, 1892. [587

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board and Table Accomodation. Apply to

Mrs. MATHER,
2, Pedder's Hill.

Hongkong, 30th June, 1892. [684

PRIVATE BOARD AND RESIDENCE,
"GLENEALY BUILDINGS,"
(Nos. 12 and 14, Wyndham Street.)

MRS. GILLANDERS has VACANCIES for RESIDENT BOARDERS and VISITORS, also Accommodation for TABLE BOARDERS.

Hongkong, 4th July, 1892 [650

NURSE WANTED.

THE services of a NURSE (not Chinese) will be required about the 15th July to assist a Lady in looking after her CHILDREN on the voyage from Hongkong to Melbourne. Return passage will be provided, if necessary.

Apply, stating terms, to

THE EDITOR,
The Hongkong Telegraph.

Hongkong, 28th June, 1892. [673

USED POSTAGE STAMPS.

FROM Hongkong, China, Japan and adjacent Countries, WANTED. Any quantity purchased or exchanged. Good prices given.

Foreign STAMPS for Sale.

AGENTS WANTED.

S. P. BOND,
c/o. Elder, Smith & Co., Ltd.,
681] Adelaide, S.A.

TAKLEMA COLLIERIES COMPANY, MOJI.

THIS Company having appointed the Undersigned Agents for their COAL, (AKAIKE and DAIJEO) in Hongkong, they are prepared to supply Coal ex Ship, ex Godown, or trimmed in Bunkers, at prices to be had on application. Copies of Reports and Analysis to be seen in the Offices of the Undersigned.

WENYON & ROBINSON,
CHEE ON & Co.,
Agents.

Hongkong, 14th June, 1892. [628

KING WO CHEONG.

COAL MERCHANTS, SHIP'S COMPRADORES, STEVEDORES, &c.

Are expecting within the next week by the S.S. "DECIMA," a cargo of AKAIKI COAL, of very superior quality, both lump and dust.

MR. J. W. BOYD, Superintendent at Kowloon Docks, reports that AKAIKI COAL GIVES TEN PER CENT. BETTER RESULTS than any Japanese Coal he has ever used.

For full particulars as to price, &c.,
Apply to

KING WO CHEONG,
No. 32, Praya Central.

Hongkong, 30th June, 1892. [686

SAIGON.

THE WORKS OF THE MESSAGERIES FLUVIALES DE COCHIN-CHINE.

STEAMSHIPS AND ENGINES OF ALL KINDS BUILT AND REPAIRED.

IRON AND BRASS FOUNDRY-WORK DONE.

PORTIONS OF ENGINES OR MACHINERY DUPLICATED.

Turning and Fitting—Valves, Cocks, &c.

RIGGING AND TACKLE.

Buildings and Workshops

ERECTED, REPAIRED, AND MAINTAINED.

EVERY description of Mechanical Work Undertaken. Execution prompt and accurate, at most moderate prices. All kinds of Materials, Implements, and Stores supplied.

CARDIFF COAL always in Stock.

Intimations.

CENTRAL HOTEL, SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

The Electric Lighting now partly laid on will be completed during this year, 1892.

An Assistant will attend on Passengers by Mail Steamers.

N.B.—TELEGRAPHIC ADDRESS:—"CENTRAL, SHANGHAI."

F. E. REILLY,
PROPRIETOR.

6661

KELLY & WALSH, LD.

CASSELL'S ACADEMY PICTURES.
BLACKBURN'S ACADEMY NOTES.
PALL MALL BUDGET'S PICTURES OF THE YEAR.
BLACKBURN'S NEW GALLERY PICTURES.

KELLY & WALSH, LIMITED.

THE
HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kremlin"—A. B. C. Code.—TELEPHONE, No. 32.

PROPRIETORS ..... THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East, affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf (the principal landing stage of the Colony) and in close proximity to the Banks and Shipping Offices.

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

THE TABLE D'HOTE, at separate tables, is supplied with every delicacy, the *cuisine* being under experienced supervision.

THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communicators.

The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new, Bar and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.

A handsomely appointed GRILL ROOM, where chops, steaks, &c., are served at any hour adjoins the HOTEL, and is under the same Management.

The WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied.

HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER,
Manager.

Hongkong, 12th February, 1892. [198

CARMICHAEL & Co., LD.

WINE AND SPIRIT MERCHANTS—TOBACCO AND CIGAR IMPORTERS.
AERATED WATER MANUFACTURERS.
SHIP CHANDLERS AND GENERAL STOREKEEPERS.

GENTLEMENS' OUTFITTING, select but inexpensive variety.
SPORTING GUNS, RIFLES, REVOLVERS and AMMUNITION.
PORPOISE-HIDE DARK, TAN RUSSIA-LEATHER & ENGLISH-CALF BOOTS & SHOES.
SCIENTIFIC BOOKS, NAUTICAL, ELECTRICAL and ENGINEERING,
SCIENTIFIC INSTRUMENTS, HAND-TOOLS and DRAWING INSTRUMENTS.

CARMICHAEL & CO., LTD.
18, Praya Central, Hongkong.

Hongkong, 14th January, 1892. [42

LANE, CRAWFORD & CO.

FOR SALE

GENTLEMEN'S SUMMER HOSIERY
AND
TROPICAL UNDERWEAR.

NEW SCARFS, TIES, AND CRAVATS.
CALCUTTA SUN HATS; STRAW HATS.
TENNIS SHIRTS AND JERSEYS. BELTS AND WAIST BANDS.

LANE, CRAWFORD & Co.

Hongkong, 11th June, 1892. [29

W. BREWER.

CIRCULATING LIBRARY $18 A YEAR.

NEW BOOKS AND MAGAZINES EVERY MAIL.

CHEAP Commercial Envelopes, $1.50 per 1,000.
Gold Leaf Tobacco.
Capstan Navy Cut Tobacco.
Straight Cut and Sweet Caporal Cigarettes.
Magnificent Selection of Photograph Albums, $2 to $25.
Photograph Albums for Unmounted Photos, $2 to $20.
Great Selection of Photo Frames from 40 cents.
New Photographs of Fashionable Beauties.
Chrystographs resembling Stained Glass, cheap and easily fixed.
Oval Pictures specially suitable for Ships' Cabins.
Brown Russia Leather Shoes, $4.50 per pair.
do. do. Boots, $6.00 do.
New Photographs of Hongkong specially taken for W. B., the newest, best and cheapest Photos in the Colony.
Also preparing New Series of Canton views.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 28th June, 1892. [613

Auctions.

PUBLIC AUCTION
OF
VALUABLE PICTURES:

SECOND CLEARANCE SALE.

THE Undersigned has received instructions from the HONGKONG TRADING COMPANY, LIMITED, to Sell by Public Auction, on

THURSDAY,

the 7th July, 1892, commencing at 2.30 P.M., at the SALES ROOMS of Undersigned, Duddell Street.

A FINE SELECTION OF VALUABLE PICTURES.

Comprising:—

OIL PAINTINGS in different GENRES, ENGRAVINGS, McQUEEN'S CELEBRATED SPORTING PLATES,
&c., &c., &c.

Catalogues will be issued previous to the Sale, and the above will be on view on Wednesday next.

TERMS OF SALE.—As customary.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 30th June, 1892. [687

For Sale.

FOR SALE.

A SMALL INVOICE OF THE WELL KNOWN G. H. MUMM & Co.'s

CHAMPAGNE,

In cases of 1 doz. quarts, at $26 per case.
do. 2 " pints, " $27 do.

SHEWAN & Co.,
Agents.

Hongkong, 16th May, 1892. [639

FOR SALE.

THE SCHOONER
"MONTIARA,"
AS SHE NOW LIES IN YAU-MA-TI BAY.

Length ..... 75 feet.
Beam ..... 17 feet.
Depth of hold ..... 7½ feet.
Registered Tonnage ..... 75 tons.

(Owing to recent alterations the carrying capacity of the *Montiara* has been increased to about 120 tons dead weight.)

The *Montiara* was built in Singapore, is most solidly constructed of teak throughout, with ironwood frames, has recently been thoroughly overhauled under experienced European superintendence, and is now in excellent condition. She is a very fast sailer and a most suitable vessel for the Canton kerosene trade, or would make a first-class lighter.

For Particulars as to Price, &c., apply to

R. FRASER-SMITH,
6, Pedder's Hill.

Hongkong, 17th May, 1892. [525

FOR SALE.

THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHEUNG,"
AS THEY LIE AT ABERDEEN DOCKS.

THE Engines of the *Chop-cheung* were constructed by Messrs. INGLIS & Co., of Wanchai, and are of the Compound Inverted Cylinder Direct-Acting Surface Condensing type, Cylinders 20½ and 38" dia., with a stroke of 26." The Crank Shaft is 6¾" dia. at the Crank pin and 7" dia. at the journals. The H.P. Piston Rod is 3" and the L.P. 3½" dia. The Piston and Connecting Rod bolts are 2" dia., Air Pump 14½" dia. by 13 stroke, Single Acting Circulating Pump 8" dia. by 13" stroke, and Double Acting Feed and Bilge Pump (one each) 3" dia. by 13" stroke.

These Engines have been very little used and are in thoroughly good order.

The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Dome on top. Its dia. is 10ft. 2" by 9ft. 10" long, external measurements; Furnaces, 2ft. 7" dia.; Dome, 44" dia. by 4ft. high; Tubes, 184 in number by 3" ex. dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years.

The Engines and Boiler can be inspected on application to the Superintendent at Aberdeen Docks.

For further particulars, apply to

R. FRASER-SMITH,
6, Pedder's Hill.

Hongkong, 17th May, 1892. [526

PIANOS, ORGANS, MUSICAL INSTRUMENTS

OF ALL KINDS

BY THE BEST ENGLISH AND FOREIGN MAKERS.

FOR SALE, HIRE, OR ON THE EASY PAYMENT SYSTEM.

Illustrated Catalogues free.

MOUTRIE, ROBINSON & Co.

(UNDER HONGKONG HOTEL)

HONGKONG.

ALL our PIANOS are made Specially for us with Iron Frames, Check Action, Full Trichord, Solid Cases, and are beautiful in Tone and Touch.

REPAIRS A SPECIALITY.

Shipping.

STEAMERS.

NIPPON YUSEN KAISHA.

FOR KOBE.
(Calling at AMOY).

THE Company's Steamship

"HIGO MARU,"

Captain James Jones, will be despatched for the above Port, TO-MORROW, the 6th Instant, at Daylight.

For Freight or Passage, apply to

GEO. R. STEVENS,
Agent.

Hongkong, 5th July, 1892. [653

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"FLINTSHIRE,"

Dwyer, Commander, will be despatched for the above Port, on or about THURSDAY, the 7th July.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 17th June, 1892. [436

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.

THE Company's Steamer

"MONGKUT,"

Captain H. Deans, will be despatched for the above Ports, on FRIDAY, the 8th Instant, at 10 A.M.

For Freight or Passage, apply to

YUEN FAT HONG,
Agents.

Hongkong, 4th July, 1892. [697

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA, VIA INLAND SEA.

THE Steamship

"CARDIGANSHIRE,"

Captain Parsons, will be despatched as above on FRIDAY, the 8th instant.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 1st July, 1892. [692

Hotels.

PEAK HOTEL.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, having been Leased by the Proprietors of the "VICTORIA HOTEL," is NOW OPEN and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

The HOTEL has been thoroughly Renovated, Redecorated, and Refurnished.

A New and Handsome BAR has been opened on the Basement, while a new BAR and BILLIARD-ROOM have been erected on the main floor.

CHOPS, STEAKS, &c., can be served at any hour.

For full Particulars as to Rates, &c., apply to "VICTORIA HOTEL."

DORABJEE & HING-KEE,
Lessees.

Hongkong, 9th May, 1892. [450

BAY VIEW HOTEL.

MR. OSBORNE begs to remind the Public that every possible arrangement has been made for the comfort and convenience of Visitors to this popular Summer Resort. "BAY VIEW" occupies the best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

The Cuisine is unrivalled in Hongkong, and only the best Brands of Wines, Spirits, Cigars, etc., are kept in stock. Private Dinners or Tiffins prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 2nd May, 1892. [480

THE SHAMEEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the 'River Steamer Wharves,' is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

A WELL APPOINTED BILLIARD-ROOM.

A. F. DO ROZARIO,
Manager.

Hongkong, 1st September, 1891. [1182

G. FALCONER & CO.,

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
No. 28, Queen's Road Central. [632

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 19th June, 1892. [9

Intimations.

DAKIN, CRUICKSHANK & CO., LIMITED.

DISPENSING CHEMISTS.

WHOLESALE and MANUFACTURING CHEMISTS and DRUGGISTS, AERATED WATER MANUFACTURERS, WINE and SPIRIT MERCHANTS,

&c., &c., &c.

WE have the pleasure to announce that this Company, formed and registered in Hongkong, has taken over the Businesses hitherto carried on here and elsewhere by Messrs. DAKIN BROS, OF CHINA, LIMITED, and Messrs. CRUICKSHANK & Co., LIMITED, together with all ASSETS and LIABILITIES.

The support hitherto given to the late Firms will, we trust, be continued to us.

QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 1st July, 1892. [30

A. S. WATSON & CO., LD.

WINES AND SPIRITS.

WE invite attention to the following Brands, all of which are excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best growths at moderate prices.

In ordering is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

PORTS. *(For Invalids and general use).*

	Per doz. Case.	Per Bot.
A Alto Douro, good quality, Green Capsule	$10	$1.00
B Vintage, superior quality, Red Capsule	12	1.10
C Fine Old Vintage, superior quality, Black Seal Capsule	14	1.25
D Very Fine Old Vintage, extra superior, Violet Capsule (*Old Bottled*)	18	1.50

SHERRIES.

A Delicate Pale Dry, dinner wine, Green Capsule	6	0.60
B Superior Pale Dry, dinner wine, Green Seal Capsule	7.50	0.75
C Manzanilla, Pale Natural Sherry, White Capsule	10	1.00
C C Superior Old Dry Pale Natural Sherry, Red Seal Capsule	10	1.10
D Very Superior Old Pale Dry, choice old Wine, White Seal Capsule	12	1.10
E Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (*Old Bottled*)	14	1.25

	Per Case.	Per Case 1 doz. Quarts.	Per Case 2 doz. Pints.
CLARETS.			
A Superior Breakfast Claret, Red Capsule	$ 4		$4.50
B St. Estephe, Red Capsule	4.50		5.00
C St. Julien, Red Capsule	7		7.50
D La Rose, Red Capsule	11		12.00

MADEIRA, HOCK AND CHAMPAGNES.

FULL PARTICULARS OF THE VARIOUS BRANDS IN STOCK ON APPLICATION.

	Per doz. Case.	Per Bot.
BRANDY.		
A Hennessy's Old Pale, Red Capsule	$13	$1.20
B Superior Very Old Cognac, Red Capsule	15	1.40
C Very Old Liqueur Cognac, Red Capsule	20	1.75
D Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule	30	2.50
SCOTCH WHISKY.		
A Thorne's Blend, White Capsule	8	0.75
B Watson's Glenorchy, Mellow Blend, Blue Capsule with Name and Trade Mark	8	0.75
C Watson's Abelour-Glenlivet, Red Capsule, with Name and Trade Mark	8	0.75
D Watson's H K D Blend of the Finest Scotch Malt Whiskies, Violet Capsule	10	1.00
E Watson's Very Old Liqueur Scotch Whisky, Gold Capsule	12	1.10
RISH WHISKY.		
A John Jameson's Old, Green Capsule	8	0.75
B John Jameson's Fine Old, Green Capsule	10	1.00
C John Jameson's Very Fine Old, Green Capsule	12	1.10
Genuine Bourbon Whisky, fine old, Red Capsule, with Name	10	1.00
GIN.		
A Fine Old Tom, White Capsule	4.50	0.40
B Fine Unsweetened, White Capsule	4.50	0.40
C Fine A. V. H. Geneva	5.25	0.50
RUM.		
Finest Old Jamaica, Violet Capsule	12	1.00
Good Leeward Island	$1.50 per Gallon.	

LIQUEURS.

Benedictine, Maraschino, Curacoa, Heering's Cherry Cordial, Chartreuse, Dr. Siegert's Angostura Bitters, &c.

PRICES ON APPLICATION.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY, ESTABLISHED A.D. 1841.

Hongkong, 4th February, 1892. [4

For Sale.

NOW READY.

[PUBLISHED BY AUTHORITY.]

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" FOR 1892.

THIS Valuable Work, with many NEW ADDITIONS and IMPROVEMENTS, IS NOW READY.

PRICE THREE DOLLARS.

Orders for Copies of THE "HONGKONG DIRECTORY" may be sent to the following Agents:—

HONGKONG...Mr. W. Brewer.
" ...Messrs. F. Blackhead & Co.
" ...Messrs. Heuermann, Herbst & Co.
" ...Messrs. Kelly & Walsh, Limited.
" ...Messrs. Lane, Crawford & Co.
" ...The Hongkong Trading Co., Ltd.
" ...Man Yü Tong, Hollywood Road.
MACAO.....Messrs. A. A. de Mello & Co.
AMOY and FORMOSA...Messrs. N. Moalle & Co., Ld.
FOOCHOW ...Mr. H. W. Churchill.
SHANGHAI & NORTHERN PORTS...Messrs. Kelly & Walsh, Limited, Shanghai.
JAPAN.....Messrs. Kelly & Walsh, Limited. Yokohama.
BANGKOK ...The "Siam Free Press" Office.
SINGAPORE...Messrs. Sayle & Co., Limited.
PARIS and LONDON ...Messrs. Amédée Prince & Co.

or to

"THE HONGKONG TELEGRAPH" OFFICE.
Pedder's Hill,
Hongkong, January 23rd, 1892.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, *Hongkong Telegraph*" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than Three o'Clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph's number at the Telephone Central Exchange is No. 1. Telegraphic address:—"Telegraph," Hongkong.

TO SUBSCRIBERS.

The Hongkong Telegraph is published daily at 5.30 P.M. Subscribers in the central districts who do not receive their copies before 6.30 will oblige by at once communicating with the Manager.

Subscribers to *The Hongkong Telegraph* are respectfully reminded that all *Subscriptions are payable in advance.*

BIRTHS.

At Shanghai, on the 28th June, the wife of Dr. KIMBALL, of a son.

At the "Maison Rouge," Foochow, on the 1st July, 1892, the wife of J. MENCARINI, Imperial Maritime Customs, of a son.

DEATH.

At Shanghai, on the 30th June, ERIC D'ARCY, son of John and Lucy Graham; aged 21 months.

The Hongkong Telegraph.

HONGKONG, TUESDAY, JULY 5, 1892.

TELEGRAMS.

YALE BEATS HARVARD.

LONDON, July 2nd.

Yale has beaten Harvard in the American University Boat Race.

[The winners will probably accept the challenge of Oxford University, and one of the most interesting races of this era should result.—Ed., *Hongkong Telegraph.*]

STEWART'S FREE COINAGE BILL.

The United States Senate has voted Stewart's bill for the free coinage of silver, adding a proviso which requires the coinage of all the silver bullion stored in the Treasury.

(*From El Comercio.*)

THE STRIKES IN SPAIN.

MADRID, June 24th.

The strike of telegraph employes has been concluded through the intervention of Sir Romero Robledo.

LOCAL AND GENERAL.

THE Happy Valley murder case was on again at the Police Court this afternoon and further remanded until to-morrow afternoon. The cross-examination is taking up a lot of valuable time.

THE China Navigation Co's Australian packet *Taiyuan*, Captain R. Nelson, R.N.R., arrived here this morning from Foochow with a full cargo of first season's Congou tea consigned to Melbourne. This is the second regular Australian liner that has called here tea-laden *en route* to the Colonies.

ACCORDING to a Kobe contemporary Japanese native papers circulate a rumour to the effect that some 60,000 Coreans have fled to Russia. The number of those who escaped to Russia is said to have reached 9,700 in last December. The explosion at the palace in Seoul, which was recently reported, is attributed to revolutionary agencies, which it is feared may upset the present Government.

WE note that the Scottish Oriental Co.'s steamer *Devawongse*, Capt. Anderson, is advertised to sail for Tacoma on Saturday, under charter to the Northern Pacific Steamship Co.

A TELEGRAM to the *N. C. Daily News* from Hlogo, dated June 29th, 9.40 p.m., says:—"The *Haiphong* has been abandoned; the treasure, passengers, and crew have been saved.

A REGULAR meeting of St. John's Lodge, No. 618, S.C., will be held in Freemasons' Hall, Zetland Street, on Tuesday, the 12th instant, at 8 for 8.30 precisely. Visiting brethren are cordially invited.

A COOLIE convicted of stealing half-a-dozen iron bolts from the Dock Co's premises was sent into retirement for six weeks this morning. He had been up for a similar offence previously; hence the 42 days hard labour.

THE Rev. A. G. Goldsmith, Seamen's Chaplain, who has been enjoying a much needed rest at a Japanese health resort, returned to Hongkong by the *Ancona* to-day, looking all the better for his brief sojourn in the Land of the Rising Sun.

THE American Trading Co. (plaintiffs) and the Bank of China, Japan and the Straits, Limited, (defendants) were in the throes of a somewhat serious litigation in the British Supreme Court at Shanghai on the 1st inst. Particulars later on.

THE Limb and the Law.—"To whom does an amputated limb belong?" queries the *Standard* (apropos of the case of the boy Housley, whose father demanded that the arm cut off in the infirmary should be given up to him). The answer is clear. An amputated limb belongs to *no body*.

AT the Institution of Engineers and Shipbuilders this evening there will be a discussion on Mr. W. S. Bailey's paper (read on the 9th ultimo) relative to "Economy in Steam Navigation and Feed-heating." A large attendance of engineers and an interesting discussion on these question may be anticipated.

AFTER a somewhat lengthy absence from this port the Douglas Co.'s steamer *Formosa*, which has been busily engaged in running between Tamsui and Amoy with full cargoes of Formosan tea under command of Capt. H. Bathurst, arrived here this morning and is advertised to leave for Swatow, Amoy and Tamsui on Thursday.

WE observe that the paddle steamer *Ooriya*, which was sold to Chinese subsequent to her arrival here on the 23rd May, is flying the "blue peter" prior to sailing on her first voyage under the flag of her new owners. Her spacious 'tween deck cabins have been gutted so as to make more room for Haiphong and Pakhoi cargo.

THE Band of the 1st Shropshire Light Infantry will play the following programme at the Officers' Mess, Murray Barracks, to-morrow, commencing at 8 p.m.:—

Overture	"L'Italiana in Algieri"	Rossini.
Selection	"The Nautch Girl"	Solomon
Valse	"Beauty"	Bucalossi.
Selection	"The Sultan of Mocha"	Cellier.
Galop	"Berlin Tramway"	Arndt.

"BROWNIE" has got an idea, and is so stuck on it that he has for the past six weeks spread himself over half a column of "Murmurs." His (?) idea is that sooner or later silver will go up. When, or how much, or why, he knows not; but he is convinced that the price will rise. Now, "Brownie," as we have shown we can see what you mean, do please be a little less redundant. Don't say it forty times more.

SINGULAR rumours, says the *Hyogo News*, are current in Kobe to the effect that a company is being formed, with a fixed capital, by some of the shareholders in the Hyogo Hotel Company with a view to recovering some of their money from the directors. This is one of the most novel companies we have ever heard of. Kobe is gaining quite a reputation for law-suits, and this, the latest, will by no means be the least remarkable.

HARMSTON'S Circus gave their farewell show in Shanghai on June 30th to a large audience, the occasion being a benefit for that clever rider, Mr. George Harmston. A jumping competition for amateurs was the great attraction, and Mr. Hector Sampson, of Hongkong, riding Bangalore, beat seven competitors and annexed a very handsome claret jug. Mr. Ayscough being the runner up. Harmstons' left for Japan on the 1st inst. Their success in Shanghai is stated to have been unprecedented.

ACCORDING to latest English mail advices the local Marine Officers' address to Sir William G. des Vœux was to be presented to his Excellency in London on the 26th May last, but owing to Sir William being under strict medical orders to proceed to the Continent without delay the ceremony of formally presenting the address had to be postponed until his return to London next month, when it is believed nothing will stand in the way of the fulfilment of the object of the Council of the Shipmasters' and Officers' Federation.

THE Chinese skipper of the Steam Launch Co.'s packet *Perseverance* was hauled up before Mr. Hastings in the Police Court this morning to answer to the charge of carrying on the 28th ulto. 18 passengers in excess of the number (30) for which she is licensed as a sea-going launch. Inspector Quincey prosecuted, and Mr. H. T. Holmes defended. It transpired in evidence that when the *Perseverance* left Macao she had no more than 30 passengers, but took in another 18 or 20 persons at Chung Chow, which the Captain thought he was entitled to do. His Worship thought otherwise, and a fine amounting to a dollar a head for every passenger carried in excess was inflicted.

ANOTHER proof that the *Daily Press* cannot even copy from the evening papers correctly. In yesterday's issue:—"The suit Hancock *v.* Humphreys Estate and Finance Company, Limited, has, we learn, been settled by the plaintiff accepting the amount paid into Court, namely $136.94, amount of claim being $336.94, of which $200 had previously been paid." *We learn* is good; why was not the *D. P.* in court, so as to learn correctly? According to *this*, the claim of Mr. Hancock was $336.94, "of which $200 had previously been paid," and *the balance* was paid into court! Then why the suit? The fact is the $200 was not paid, and the suit was brought to recover it, but was abandoned as hopeless.

TO-DAY'S SHIPPING RETURNS.

Inward.

Esmeralda	steamer,	from	Manila.
Niobe	"	"	Kobe.
Mathilde	"	"	Canton.
Taiyuan	"	"	Foochow.
Formosa	"	"	Swatow.
Rohilla	"	"	Shanghai.

Aggregating 7,349 tons, register.

Outward.

Ash	steamer,	for	Haiphong.
Meafoo	"	"	Shanghai.
Talcheong	"	"	Swatow.
Kutsang	"	"	Singapore.

Aggregating 4,109 tons, register.

THE "Shan" liner *Sishan* sailed for Swatow to-day under the temporary command of Mr. J. Murphy, the chief officer, owing to the serious indisposition of Capt. Stovell.

MR. M. M. KUHN, of curio store renown, had some difficulty with a chair-coolie last night and the result was a discussion about it in the Hall of Justice this morning in the presence of Mr. Hastings. The coolie in defence asserted that his fare (Mr. Kuhn) tendered him six cents only for carrying him a long way up the hill, while the prosecutor alleged that he offered twelve cents and as the coolie was not satisfied with that he told him to be off. But the coolie wouldn't go and used most profane language—so profane, in fact, that his chances of a golden harp are absolutely *nil*; he is now in Victoria Gaol working hard and will stop there for exactly ten days.

THUS the *Penang Gazette*:—A new circus will probably visit us towards the close of the year, when a portion of Bush's Circus, said to be the largest show of the kind on the European continent, will touch at Penang on its way to the World's Fair at Chicago. The full Circus is said to comprise over 400 horses, and to be something on the scale of the renowned Barnum's Circus, and it is making in sections to Chicago, to be present at the World's Fair next year. The portion that comes eastwards comprises 75 horses and a menagerie of wild beasts, and it may be expected here in November, whither it will come direct from Colombo, where it will arrive towards the end of October. The advance agent, Mr. S. Reich, formerly manager of Woolyear's Circus, is now here, with instructions to erect a building in readiness on a large piece of vacant ground. The performance will comprise the latest novelties and will be given in three rings. From Penang, the Circus will proceed to Singapore, and thence to Chicago *viâ* Hongkong and Japan. Mr. Reich gives us to understand that he is prepared to purchase all kinds of wild animals on behalf of Bush's Circus.

SIR ALGERNON EORTHWICK undertook to introduce towards the end of the last Session of Parliament a Bill for the amendment of the law of libel which has been prepared by a special committee appointed by the members of the Newspaper Society. The measure besides contains various alterations in the existing law, and consolidates in one enactment all the statutes relating to libels published in newspapers. The new clauses provide, among other things, for the compulsory endorsement on writs of particulars of the alleged libels, the payment of money into court at the same time that a defence is lodged denying liability, the enabling of joint defendants to put in separate defences, an extension of the principle of consolidation of defences, greater facilities for obtaining security for costs, additional responsibility in the case of plaintiffs who refuse reasonable offers of compensation, the privileging of fair and accurate reports where either they are of public benefit or they relate to matters of public concern, and a modification of the conditions under which the fiat for criminal proceedings can be granted. The bill was backed by Sir Albert Rollit, Dr. Cameron, Mr. H. W. Lawson, Mr. Wilcox, Mr. T. P. O'Connor, and Mr. Jennings; but it did not progress beyond the first reading during the past session. *Query*: Will this law, when passed in the English Parliament, take effect in the Crown Colonies? It is to be fervently hoped that it will not in its present form, for we note that it contains no provision for the infliction of heavy penalties on jurors who bring in a verdict contrary to the weight of evidence—a common practice in this Colony, as we know to our cost.

THE *Daily Press* theatrical critic must be drunk or mad, or both. He says of "The Natch Girl" that it is a charming and delightful opera, and was pronounced a tremendous success at home—both foolish lies. He criticises the "Awfuls" in several parts of it which they omitted, unknown to him apparently—for he copied his criticism from a home paper of three or four months ago. He demands that Mr. Driscoll, the funny man, should be dignified; he wanders hopelessly through the fog that envelops his brain, and then brings himself up with a jerk, saying—"It is necessary, seeing that it is opera which we are discussing, that the major portion of our remarks should be with reference thereto." One would have thought he was discussing bimetallism, or the integral calculus. Then in yesterday's issue he says "Blue-Beard" was distinctly better in all respects than either "The Nautch Girl" or "Dorothy," whereas it was the worst exhibition of clumsiness we have seen, and was only saved by the excellence of the dancing, which caused the audience to overlook everything else, and made the show a success; while "Dorothy" was the most exquisite performance the Stanley Company has ever given in Hongkong. This genius of the *Daily Press* goes on to make the startling statement that "The Mikado is genuinely funny and undeniably melodious"—why does he suppress the fact that it refers to Japan, or the popular impression that it is an opera? The best thing, however, that this critic of Granny's ever did was when he said (on Saturday) that the "Awfuls" had not a baritone who was good enough to be reckoned third class. We don't wish any harm to come to our contemporary, but this is a libel which deserves the most forcible contradiction; we know two baritones in the company who would not need any assistance to pull down the whole *Daily Press* office and stamp out the rats in it; and we would not blame them, for it is simply a magnificent lie. By the way, we once had the misfortune to hear one of "Granny's" young men warble something—dunno what it was meant for—but we do know that he has ever since been called "The Wild Ass."

SUPREME COURT.

IN BANKRUPTCY.

(*Before Chief Justice Fielding Clarke.*)

July 5th.

GEORGE R. STEVENS & CO.

In the matter of George R. Stevens, Mr. A. B. Johnson stated that, as the petition had been filed on Saturday, in chambers, and his lordship was in possession of the necessary information, he need not say anything in support of his application for a receiving order.

Receiving order granted.

PUNJOM AND SUNGIE DUA SAMANTAN MINING COMPANY, LIMITED.

A special meeting of shareholders in this company was held to-day. Mr. J. Orange presided, and there were also present Messrs. T. E. Davies, D. Gillies, and G. Fenwick (directors) C. Reeves, Capt. F. A. Brown, E. W. Terry, F. Barretto, P. F. Daver, Ezra Solomon, J. T. Judah, M. E. Polishwalla, M. M. da Rozs, A. G. Remedios, P. B. Cama, George Holmes, W. H. Ray, J. M. E. Machado, R. C. Wilcox, R. M. Mehta, D. A. Silva, Reuben, A. B. Johnson (solicitor), T. Blamey (manager) and A. O'D. Gourdin (secretary).

The secretary read the notice of meeting.

The Chairman:—Gentlemen, this meeting has been called for the purpose of confirming the resolutions passed at the last meeting. The really important point which we wish to bring before your notice is that the new company gives one share in exchange for every share in the old company; the new shares, instead of being each $10 paid up, as at present, will be reckoned as of $4 nominal value, of which $2½ will be credited as paid up, and there will be $1.50 liability on each new share. Shareholders are invited to exchange their old shares for these new ones, and with this exchange they will be called upon to pay 50 cents per share, which call we trust will be sufficient for a long time. The preference shares will be exchanged for exactly the same number—that is, any person holding ten old preference shares will be entitled to ten new one dollar preference shares. If nobody wishes to make any remarks, I will propose the adoption of the resolutions:—

That it is desirable to reconstruct the company, and accordingly that the company be wound up voluntarily, and that A. O'D. Gourdin, Esq., be and he is hereby appointed liquidator for the purpose of such winding up.

That the said liquidator be and he is hereby authorized to consent to the registration of a new company to be named the Punjom Mining Company, Limited, with a memorandum and Articles of Association which have already been prepared with the privity and approval of the directors of this company.

That the draft agreement submitted to this meeting and expressed to be made between this Company and its liquidator of the one part, and the Punjom Mining Company, Limited, of the other part, be and the same is hereby approved, and that the said liquidator be and he is hereby authorized, pursuant to the provisions of Section 149 of the Companies Ordinances, 1865, to enter into an agreement with such new company when incorporated in the terms of the said draft and to carry the same into effect with such (if any) modifications as the liquidator may think expedient.

Mr. Mehta seconded the motion, which was carried.

The Chairman:—Gentlemen, that concludes the business, and I thank you for your attendance. We have not quite fixed the date up to which applications may be made, but we mean to give people plenty of time—a certain time for Hongkong shareholders, further time for Shanghai and the north, and still further time for London and England. We want everybody to come in, and we do not want anybody to be deprived of their shares.

The proceedings then terminated.

"THE MIKADO."

When the Stanley Opera Company first essayed to represent "The Mikado," their failure was lamentable, so disastrous, in fact, as to justify the title given to them by the *Hongkong Telegraph* by which they are better (though now very unjustly) known—the "Awfuls." Since that bad beginning, they have been in Japan and studied the people, they have carried out a long tour all over the East, improving their style as they took to heart all the well meant but at times severe criticisms which greeted them, and now, the result is as we anticipated yesterday—glorious success. If perfection can be found in a travelling show in the East, the "Stanleys" are perfection.

The revelation of last night's performance was the new contralto, Miss Brooke (*Katisha*). This lady has quite recently begun to take leading parts, and in acting, of course, requires what all actors and actresses require—time, experience, and confidence. But her voice is undoubtedly an immense acquisition to the company, and will place her well in the front rank before long. Her register is extensive, though she requires training, as her middle notes are not fully developed as they should be. For a comparative novice, her success is simply astonishing, and the audience was not slow to express its appreciation. Her make-up was perhaps unnecessarily hideous, but that is a detail.

Of the others, there is not much new to record. Miss Dolly Childs made an unusually fascinating *Yum-yum*, and sang and acted with great expression. Mr. Driscoll found in *Ko-ko* a part which suited him admirably, and the wealth of Gilbertian humour was fully exploited by him. His singing is no great shakes, but his comicality is irresistible. Mr. Liddiard, who personated the *Mikado*, is always rather stiff, with an appearance of feeling himself to be in the way; while his perpetual railway-signal motion with the arms would be really funny if it were not so painful to see. Mr. Packard (*Lord High Everybody*) should try to realise that he is not the "heavy man" in heavy tragedy. Apart from his depressing style, he sings well. What was most to be regretted was that the "Madrigal," the gem of the whole opera, was omitted—brightly dawned the wedding day without any mention being made of the fact. We cannot believe the omission was caused by any fear that the company was not up to it; it must have been some eccentricity of the management, otherwise so good. This was the only real flaw in an excellent performance of an excellent opera.

To-night H. E. Sir William Robinson, Governor of Hongkong, will visit the theatre with his suite, to witness the burlesque *Lalla Rookh*. This, though in itself a work of established merit, is not by any means the best in the company's repertoire, and it would not be surprising to see a poor house. Probably the best item in the evening will be the lovely "Shadow Dance" by Miss Trigge, the newest acquisition of the "Awfuls," who has already won golden opinions by her beauty and grace of movement. To-morrow there will be a "Variety Entertainment," which should be as popular and as successful as the Pantomime, for, unhampered by authors' fancies, the most taking features of the company can be shown to their fullest extent.

HONGKONG RIFLE ASSOCIATION.

The competition for the Long Range Cup on Saturday last at 700 and 800 yards called twelve members to the range. The Cup and Handicap Aggregate Spoon were won by Mr. Howell for the first time after a close finish. The Net Aggregate Spoon went to Mr. Watson, whose 43 at 800 yards was the best performance of the match.

Below are the scores:—

	700 yards.	800 yards.	Net total.	Allowance.	Grand total.
Mr. F. Howell	[illegible]	26	72	16	88
Major Eyres	[illegible]	29	74	10	84
Major Robinson	[illegible]	38	74	10	84
Mr. Watson	[illegible]	43	73	0	73
Mr. R. Robinson	[illegible]	27	72	0	72
Mr. Baker	[illegible]	23	68	16	70
Mr. S. McLennan	[illegible]	23	67	14	71
Inspector Mace	[illegible]	20	61	0	61
Lt. Hicks	[illegible]	29	58	8	61
Mr. N. Gillies	[illegible]	29	67	8	67
Mr. W. Duncan	[illegible]	24	58	10	68
Lt. Col. Jones	[illegible]	Retired.			

A GROWL FROM THE "OCEANIC."

A correspondent sends us the following letter, which is of considerable local interest in a large shipping community, or its fate would probably have been that of the vast majority of similar communications which reach this office:—

Hongkong, July 1st, 1892.

Mr. Editor,—Why is it that the Canadian Pacific Co. have the choice of docks in preference to the steamer *Oceanic*? If officers and engineers refused to go to Aberdeen Dock perhaps the White Star Co. might make enquiries! We sail two days ahead of the *Empress of India* and could have docked and been out to-morrow, or even to-day at a push, leaving the *Empress* plenty of time to do her work and enjoy the privilege of a *healthy* dock.

They are favored, and we are not, although the White Star Co. have been patrons of the Dock Company for 16 years. It is simply an outrage to send this ship to Aberdeen Dock in this miserable weather, when a great many of her crew are down with fever, although we are lying in the most exposed part of the harbour.

There is something wrong, Mr. Editor; to us on board the *Oceanic* it appears that favoritism exists! Those on board who have no "pidgin" can fly to the Peak or elsewhere, and I don't blame them, as I have seen nearly a dozen laid up at once as the result of a temporary residence of three days in Aberdeen Dock. I am sorry to trouble you, but my blood boils at such injustice, and if there are any ill effects from our stay there you will hear from me chop-chop.

Yours,

"ONE OF THE CREW WHO KNOWS."

[Our correspondent has, to our way of thinking been as hasty in jumping to conclusions *in re* injustice, etc., as he is wrong in his assertions and 'at sea' in his inferences. The Dock Company management can have no interest whatever in showing favoritism to one line of steamers to the disadvantage of another; and further, the deservedly high character of Mr. David Gillies in the enterprise which his ability, foresight and indomitable energy have engineered from the lowest ebb of despondency until to-day it is *the* most substantial and safest limited liability concern in Hongkong—even although obstructed by successive directorates composed chiefly of second-class and utterly useless mud-heads who have simply fattened on the earnings of the Company for years—should have been a sufficient reason to prevent our friend of the *Oceanic* from making an insinuation which, on the face of it, is absurd. Besides, the assertion, unsupported by any reliable evidence whatever, that Aberdeen Dock is exceptionally unhealthy, is mere balderdash. Aberdeen is a good deal farther away from Hongkong than Hungham or Sam-sui-po, the communication is much more uncertain and unsatisfactory—and that is where the trouble comes in. Aberdeen is much cooler than Hongkong at night, it is quite open to the sea-breezes which almost invariably blow in after sun-set during this monsoon, and since the Dock Company reclaimed the swamp to the eastward of the docks, established an excellent if somewhat limited system of affforestation, reconstructed the old-fashioned buildings, and made other useful improvements, the place leaves no solid ground for complaint. We are acquainted with a responsible employé of the Dock Company who managed Aberdeen for many years without his health suffering in the slightest degree, and we have also known several whom it completely "broke up." But circumstances alter cases, and the "broken up" (or should it be 'broken down'?) had only themselves to thank in nineteen cases out of twenty. They exposed themselves to the sun bathing at an early hour in the afternoon, or played ducks and drakes with the honored canons of teetotalism, or went to the mischief in other ways—and then blamed the climate of Aberdeen for the results of their own folly. It is utter and absolute rot. The docks at Aberdeen are unsurpassed in any respect in the Far East or anywhere else, and the objections of officers and engineers to go there are simply because they happen to be rather inconveniently placed in relation to Hongkong. If the officers and engineers of the *Oceanic* had refused to go to Aberdeen when ordered by the Agents of the Company and the Captain of the ship, they would probably have been treated to an official interview at the Magistracy and the customary period of retirement, at the option of the Captain. The references of our correspondent to the White Star Co. making inquiries are entirely meaningless and not in good taste. Covert threats when unsupported either by influence or argument are childish.—Ed., *H.K. Telegraph.*]

THE "PEKING"-"FUSHUN" COLLISION.

THE ARBITRATOR'S AWARD.

At Shanghai on June 30th, the Arbitrator, Mr. N. J. Hannen, Chief Justice, gave his decision. After hearing Mr. W. H. Drummond for the China Merchant Co., Mr. Hannen said—I do not think that I should be justified in reserving further my consideration of the question, and I do not want to hear Mr. Stokes. The most able way in which Mr. Drummond has put the very difficult case he had to put has almost made me want, for the sake of showing him the appreciation I feel for his arguments, to defer what I have to say, but I do not think I should be justified in doing so. This is the view I take of the case. A ship is going along in a fog, a fog of such a density the Captain says that from where he stood, he could only see with his quick sight, a distance of 250 ft. or 300 ft. ahead of him. He is going along, according to his account at the rate of 7 or 7½ knots an hour through the water. He is going along with the wind behind him, with a ride of at least one knot and a-half as he thought but two-and-a-half actually; so that he is going at the rate of nearly 10 knots an hour in a fog in which he cannot see 300 feet ahead of him. That is not going at a moderate rate of speed, and therefore upon that ground—which Mr. Drummond I noticed did not dare to touch upon through the whole case—I find the *Fushun* was to blame. Now the only question is "Was the *Peking* to blame also?" The only thing that can be alleged against her is that she did not do a thing which some people—I will only put it so far—would think an English captain would be committing a misdemeanour if he had done. Is it not sufficient to put it in this way: you cannot deprive the owners of the *Peking* of their rights because he did not do a thing which some people might consider in itself a misdemeanour. Now the whole argument of Mr. Drummond comes to this, not only that Captain Schulz would have been justified in blowing his whistle, but that he was bound to do it. That he might have been justified, I think the case of the *Nepaul* shows; but any way, in not one single place has it been shown that the Court says because you do not depart from the strict rule therefore you should be condemned." I cannot get over that. These are the two points, one of which I do not think needs any further comment,—the one of the pace. Article 13 says "Every ship, whether a sailing ship or a steamship, shall in a

fog, mist, or falling snow, go at a moderate speed," and therefore when it comes to be proved she did go 10 knots, there cannot be any doubt that she was to blame. With regard to the other point, the judgment in the case of the *City of Antwerp*. (2 *Privy Council Appeals*, page 34.) In this case it will be seen it would be impossible for me to find what the Privy Council there said must be found;—first, that the thing omitted to be done was clearly within the power of the steamer to do; secondly, that if done it would in all probability have prevented a collision. With regard to the first it is true; with regard to the second I have my doubts. I cannot say that in all probability it would have prevented a collision; and thirdly, that it was an act "which would have occurred to any officer of competent skill and experience" in any steamer. I think it is manifest that it is not an act "which would have occurred to any officer of competent skill and experience." On the contrary it was an act which most competent men would have avoided doing, and on those grounds—throughout the case I have been so impressed with the fairness and frankness and kindness of Captain Croad, that it is with the greatest pain I have to decide it in the way I do—I am bound to decide that the *Fushun* was entirely to blame for this collision. I shall of course make this award in writing under the terms of the arbitration deed, and then will follow the usual reference.

THE TRANSIT PASS SYSTEM IN CHUNGKING.

The Chungking correspondent of the *Shanghai Mercury* writes on this vexed question under date June 4th as follows:—

I have on several occasions mentioned the actions of the officials of this province regarding the Transit Pass system and the collecting of Lekin on foreign goods, but there still remains much to be said on the subject. Recent developments show pretty conclusively that the actions of the local officials are and have been in accordance with instructions received from the Viceroy, who in this province is about as much an absolute monarch as the Czar of Russia in his own dominions. The Transit Pass system is practically non-existent in this province; goods have been sent away from here, which have been detained at the Lekin barriers and forced to pay Lekin after they had paid the half Transit duty; others have been allowed to pass the barrier but on arrival at their destination forced to pay Lekin where there never was any Lekin collected before, and by the district magistrate who ordinarily has nothing to do with such matters. Not only were the goods compelled to pay this illegal tax, but the man in charge of them was imprisoned and fined for no other reason than availing himself of the rights granted the goods by treaty, regardless of ownership. The official at the barrier at Ho Chow declared that he knew nothing about the Transit Pass and would not recognise it, unless ordered to do so by the Viceroy, and this it is very clear the Viceroy did not do. It is perfectly well known that no petty official will refuse to recognise any Treaty regulation unless he is certain of the approval of his superiors. If he did so it is quite certain that he would lose his situation. I learn from what I consider a thoroughly reliable source that the Viceroy has circulated private instructions to the effect that all goods going into the interior under Transit Pass must pay a lote tax of three per cent. on arriving at their destination. It matters not whether there is any lote collected in the district or not; goods arriving under Transit Pass must pay this tax of three per cent. which is more than the half duty and is also more than the full amount a Lekin Pass would be if there was no Transit Pass taken out. It is therefore plain enough that if a merchant wishes to use the Transit Pass it will cost him a little more than double what it would to pay Lekin *en route*, in which case there would be no lote to pay on them except in a very few places; the said lote Lekin does not exist unless as above stated, when the goods have arrived under Transit Pass. One of the foreign hongs here was making arrangements to send another small consignment of cotton yarn away under Transit Pass, when the Magistrate here heard of it and sent for the manager and told him in a friendly way that it was only a waste of time and money to attempt anything of the sort, as the goods would be allowed to pass the barriers, but that when they arrived at their destination and passed into the hands of the native merchants the lote Lekin would be collected on them, and in that case it would be a matter in which the foreigner could not interfere. This is a purely Chinese argument and has not a particle of reason or justice in it, as everyone knows that it matters not who pays the "squeeze"; the value of the goods is increased just so much and the consumer is the one who pays it in reality. As to the legality of the Viceroy's actions it is not necessary to discuss as the treaties are clear enough and he is perfectly well aware that he is acting illegally; and he also knows quite well that in matters concerning foreigners or foreign trade the Peking Government will not trouble itself much about what he does, so long as he gives a plausible explanation of his actions; and he also knows that there is not the remotest possibility of a strict investigation of his doings. It is reported here that he has petitioned the Emperor setting forth that he has to supply large sums of money to help to pay the expenses of the Provinces of Kansuh and Yunnan, and it is only by rigidly collecting the Lekin that he can raise this money. The Chinese officials ignore the fact that the half duty belongs to the Emperor and is levied instead of the Lekin, and if the Lekin were insufficient to meet the demands of the provinces this half duty would be available for local use, but such an arrangement would not suit the provincial officials, for in that case the board at Pekin would know the exact amount of money they got and how they accounted for the expenditure. What Lekin is collected no one knows anything about, as there is not the slightest check on the Viceroy. He can report as much or as little as he sees fit, and there is no one to impeach him, unless it be a censor who denounces him. Even then it seldom amounts to anything serious. None of his subordinates dare to lodge a complaint against him. Should his affairs be in a very bad state and an Imperial commissioner sent to investigate his doings he has only to pay liberally for a favourable or negative report, and he may be found to have done something not in strict accordance with the regular routine, and he is accordingly handed over to the board for a punishment, which seldom amounts to much beyond making him disgorge some of his illegally gotten gains. It is astonishing that the foreign Ministers and their governments put up with such gross violations of the treaties.

But there is little hope of any redress or improvement in the present state of affairs while the ministers at Peking are apparently neglecting everything else but vying with each other in trying to obtain large contracts to supply bridges, railway materials and munitions of war. It would seem that, if the trade with China is worth having, manufacturers should send their own experts out to investigate matters for themselves, and study the requirements of the trade, and not depend upon ministers and consuls to do it for them. Ministers have quite enough to do to attend to their diplomacy without degrading themselves in the eyes of the Chinese officials by soliciting orders for merchandise.

ANOTHER SHOCKING SUICIDE.

The second officer of the German steamship *Taichong*, which was advertised to sail for Deli *via* Swatow to-day, shot himself with a revolver on board his ship at 3 o'clock this afternoon. The cause of the rash act is not yet known. The body has been removed to the Mortuary pending an inquest.

THE TEMOAH GOLD MINE.

From a conversation the other day with a gentleman recently arrived from Mr. Norman's concession we (*Siam Free Press*) gather the nature of the dispute which has long been going on in that district between the Chinese, who were in possession of the district, and the agents of the *concessionaire*. The Temoh concession may be compared to that of Bangtapan, in that the natives have long worked the gold found there. It has another grim resemblance to Bangtapan inasmuch as the district is pestilential in the extreme, fatal alike to natives and Europeans. It was asserted at one time that the district was the most salubrious in the Peninsula, and that Europeans might continue operations there without dread of malarial fever. Such a prophecy has been proved entirely untrue. The manager, Mr. Hodge, is laid up in Singapore with a severe attack of fever, and the doctor engaged by the company was so helpless from a similar attack that he was unable to proceed to Singapore. Our informant says that the place is equally dangerous to the natives, and of the 300 coolies engaged few are left at the mines.

For some time past there has been considerable trouble with the Chinese in the vicinity, which has seriously hampered the working of the mine. So serious had the situation become that the Director at Singapore wrote to the Siamese Government on the subject; with the result that H. H. Chow Sye was despatched to the scene of the dispute with full powers to arrange with the Chinese for a complete evacuation of Mr. Norman's concession, some forty square miles in extent. On arriving there Chow Sye explained to the natives the wishes of the Siamese Government, and that they must remove their work elsewhere. This was all very well, and would, no doubt, have made an end of the matter had not Mr. Hodge previously promised to give the native workers some little compensation for the trouble of moving their houses elsewhere. This action of the manager seems to have given a certain number of the Chinese gold diggers the idea that their claim is good, and though the majority of the native workers have joined the coolies of the company, there is still a recalcitrant minority who may cause much more trouble.

Further, it appears that Mr. Hodge has caused some little offence to the Singapore Director, who considers that the Chinese had no claim whatever to compensation, and that the manager exceeded his powers in giving such. It is contended, and with reason we think, that as the concession was granted by the Government it was the bounden duty of that Government to remove the Chinese workers, and protect the staff and coolies of the company. However, we trust that any misunderstanding between the Directors and managing engineer will not tend to jeopardise the success of the venture. Mr. Hodge, we understand, has had great experience both in Bolivia and Chili, and from his repute and previous success we should say that he was a very valuable acquisition to any company that is anxious for success. Good managing engineers are scarce at the present moment in the Far East, and it would be a pity if any petty difference of views cost the Company the services of an experienced and successful man.

We have heard much of the auriferous districts of Siam, and we have been disappointed in the results of the working and management of most of the ventures started in the country. This may be as much from incompetence as on account of other difficulties; but we would wish to see every mining enterprise in Siam given a fair field for proving its worth, and by being worked on a sound commercial footing remove the stigma that has been attached to past mining enterprises in the Land of the White Elephant.

NOTES FROM CHINESE PAPERS.

It is reported that some enterprising persons are starting a company to develop the mines in Kiy'en, where it is said coal and other minerals are to be found in abundance.

* * *

The manager of the Nanking Powder Mill has taken pity upon the family of the man who was killed in the recent explosion, and has given the afflicted people a handsome sum of money.

* * *

H.E. Lung, Admiral of the Taihu fleet, arrived in Shanghai on the 24th June, to await the advent of the new Kiangsu Governor, who is shortly expected to arrive from the North.

* * *

It is said that the large railroad bridge at Lanchow, which has over thirty arches, will be completed next year. The official superintending the work is using every effort to render the structure strong and permanent. For the present a temporary bridge will be put up so that the traffic may be carried on.

* * *

To protect the telegraph lines from sustaining damage from the hands of mischievous people, the magistrate of Kiu-kiang has issued a proclamation forbidding persons to throw stones at the wires or to make use of the poles by hitching horses and cattle to them. Any infraction of this injunction will be visited by severe punishment.

* * *

The tea business at Hankow has been very discouraging this year, and merchants dealing in this article have all suffered losses. It is said that formerly a dozen or more large steamers called at that port for tea, but there have only been 5 or 6 this season that were loaded with this cargo. The falling off of this trade is attributed to the strong competition of Ceylon tea.

* * *

An epidemic is raging in the regions round about Ichang. In order to propitiate the gods who sent the calamity, tall scaffoldings illuminated by lanterns have been erected by the people, on which priests are stationed to chant and offer up prayers to the deities. The other day the services of guards were called into requisition, and they were instructed to mount the city walls and fire off their muskets to drive the evil influence away. Through carelessness one of the soldiers was badly scorched, a spark from the gun having reached his sleeves and ignited some powder placed therein; the man is in a precarious condition.

SIAM NOTES.

Bangkok, 21st June, 1892.

Phra Ditakar, lately Siamese *Chargé d'Affaires* in London, leaves the British capital next month *en route* to Bangkok.

Colonel Boyd the American Minister has made decided improvement during the past week. Though he is far from being out of danger there is every hope held out that he will soon be able to leave for America.

In realizing the estate of the late Kim Ching, Siamese Consul in Singapore, the steamers *Singapore* and *Siam* are to come under the hammer. The former will be sold on the 30th instant and the latter on the 30th July. The *Siam* is quite a new steamer.

The *Devawongse* made the shortest passage on record between Swatow and Bangkok. Captain Leff expected that his steamer was wanted for the Tacoma-Hongkong line, and made all haste to get down here, and back to Hongkong before July. The run from Swatow to Bangkok was accomplished in the short space of five days, or two days under the usual time.

A rumour has reached us to the effect that H. S. M. Minister (or Deputy Minister) of Finance lately received from one of his royal half-brothers a letter, which was sealed with the sender's big toe. We ardently hope that this rumour is without foundation, but if it is true then the offence ought not to go unpunished. We admit the difficulty which exists in punishing a person of such exalted rank as the alleged offender; and we humbly suggest a means which would unite justice and mercy. If the offence be fully proved, let the offender receive promotion with the rank and title of Krom Mun Hnoa Me Teen with a coat of arms as follows: on a field or a big toe Gules. Motto: "Being basest, meanest, vilest, still goeth foremost."

A considerable amount of solicitude for the wellbeing of a Mr. Jurgens late of the Royal Railway Department (appointed by the immaculate Bethge) was exhibited during the week by several business men in Bangkok who had been what is vulgarly known as "let in" by the wily railway engineer. Mr. Jurgens had made large inroads on the stores of Bangkok both for the inner and outer man, plus an interesting family; and seemed far from eager to do justice to his long-suffering creditors. These latter were further exasperated by the fact that three months salary had been paid this valuable State servant in lieu of notice, and the injured creditors took measures to compel their contumacious creditor to pay up. Jurgens, however, was too quick for them, and though a warrant was made out for his detention he contrived to elude those interested in his movements and taking a steam launch in the middle of the night bade a long farewell to Bangkok. He went over to Koh-si-chang, a neighbouring island watering place, and, having the day previous taken a ticket at Messrs. Windsor and Co.'s was enabled to get away on one of the steamers lying in Koh-si-chang harbour.

Many persons have been surprised that Captain Buthmann should lend one of his launches to a man against whom judgment had been pronounced a few days before, for the major portion of his debts. But it appears that Captain Buthmann was deceived. On the pretext that his charming wife had missed the *Hecate*, Mr. O. Jurgens induced the Manager of the New Flotilla Company to take him to Koh-si-chang, averring that he would be back next day. Of course, once in Koh-si-chang, he remained there, till he left by the *Hecate*.

A shocking case of cruelty to the child of a slave was reported the other day. A Siamese lady, or rather fiend, was annoyed by hearing the cries of the child of her slave-cook, and as the mother was busy cooking and unable to attend to it, the inhuman monster seized the poor child and held its head in the smoke of the fire. The torture of being suffocated in smoke caused the child to struggle for life, and this so irritated the unnatural woman that in a fit of rage she threw the child into the fire. The mother hearing the cries of her child rushed to its rescue. The fearful burns caused its death a few days afterwards. The wretched mistress has been arrested, and is expected to lose her head. About the same time another case of cruelty to a slave-woman was reported.—It seems that her mistress had been annoyed at the poor woman's illness, which disabled her from her ordinary duties. Her mistress attacked her, and beat the poor woman most unmercifully, her shrieks of agony being most heartrending. We are told by a eye-witness that her treatment was most inhuman, and that a Bangkok peon was called upon to interfere, but refused on the plea that it was none of his business, and that the mistress could do as she wished with her slave. And yet we are constantly told that the treatment of debt-slaves in Siam is humane in the extreme. Slavery, under whatever form, is a direct incentive to cruelty, and as long as it exists there will ever be hideous cases of inhumanity by savage and brutal owners.—*Free Press.*

NEWCHWANG.

(FROM OUR OWN CORRESPONDENT.)

23rd June, 1892.

Natives are on the "*qui vive*" as to where the future Railway Station will be, and small plots of land have been bought on spec, which, however, could hardly become a very profitable one, as the government would simply take whatever land is required, and owners may be glad if they get back the cost. As for any acquisition made by foreigners, unless the demands be very reasonable it is not likely the terminus will be put exactly to suit the proprietors, even if these can be said to be within their rights away from the foreign or rather the British Settlement or Concession. By the bye, where is the Concession now, or at any rate the larger part of it which was known as the "Unoccupied portion?" Echo answers, "in the river."

From Kirin we hear that brigandage is not by any means extinct. The mountainous district to the North-east is much favoured by the Robin Hood class, who are not particular in their attacks, for government convoys, if not protected by soldiers, are not safe. A little while since about 100 *li* from Kirin some breach-loading rifles and cartridges on the way to the Arsenal had to be given up to the denizens of the mountains, whose supply of ammunition had run short. The leader of a formidable band is named "Kuan Lao Tao" (The Old Ruler of the Roads, or Highwayman), which I presume is his *nom de guerre*. He has at least 300 followers, and has defied the Government for ten years. When hard pressed, he retires to the wilds where the soldiers dare not follow. So long as Mr. "Kuan Lao Tao" rules the roast on the roads, brigandage will flourish, and yet many of his band have been executed this year; report says at least 250 at Kirin, these being replaced by others immediately. Truly there must be a charm in a life of brigandage. Perhaps the continual injustice of the mandarins creates the feeling of rebellion against them.

Bishop Corfe has left us for a short time and we sincerely trust he will come back, and that he will soon be quite well again, for he is much missed. His curate, Mr. Pownall, has arrived. The weather is not too hot yet—58° 65 min. and 75° 85 max. Business is slow, as financially people are distrustfully inclined. Then the anticipated three-cornered throat-cutting in freights will not benefit anyone, not even the Chinese, some of whom are in fact great sufferers already, for the imports unsold on which Tls. 5 per ton freight was paid must make way for perhaps cheaper goods imported at Tls. 2½ per ton. There must be some great principle at stake to make any one of the three contracting parties cause such trouble and loss to innocent customers, who are not likely to believe in any future arrangement.

We have had rain, but not too much, so the country looks fresh and green. Produce is dear, and it is said that the godowns are full in the south.—*N. C. Daily News.*

SHANSI NOTES.

(FROM OUR OWN CORRESPONDENT.)

May 26th, 1892.

The rioting in the south of the province appears to have been suppressed. It is said that the telegraph poles were destroyed because they were supposed to belong to foreigners and because it was believed by the mob that the presence of these poles spoiled the *fengshui*. No harm was done to any foreigner. The Governor acted promptly in the matter, but intelligent Chinese say the Government ought to have issued a proclamation at the time the telegraph wire was erected, informing the people that it was Government property.

The state of the *fengshui* is occasioning a good deal of discussion among the people just now, owing to the fact that almost no rain falls. The presence of the hated foreigner is believed to have something to do with the unpropitious omens, the rain dragon being thus kept from performing his functions.

There is no doubt a good deal of ill-feeling towards foreigners among all classes of Chinese in the province; but that is not to be wondered at, seeing that here in the interior they have almost no means of ascertaining the facts. It should be mentioned, too, that many of the Chinese are friendly and generous towards their foreign "guests," and it is pleasant to be able to add that the Taiku magistrate, after his official visit last fall, reported to head-quarters that the mission there had now been established eight years and had done "nothing but good."

Probably a large majority of the missionaries in China will approve of the official advice to that body published in the *North China Herald* of April 8th. In the present disturbed state of public feeling it is difficult to be too careful so as not to unnecessarily offend the prejudices of the Chinese. Would it not be well to require all new missionaries to spend at least one full year at one of the ports or else at one of the older inland stations? To travel around after only a couple of months' study of the language, and with almost no knowledge of the manners and customs of the people, is not only to endanger one's own life but may lead at any time to a general uprising against all foreigners. Is it advisable thus to display zeal without knowledge? Would it not be better to be able to say, as an old missionary once said of a certain people, "being crafty, I caught you with guile?"

The enterprising shopman who last year introduced jinrickshas, has gone a step farther and now offers his customers five cheap bicycles for their accommodation. He informs me that his townsmen do not take so kindly to the latter as they did to the 'rickshas.

Last night there was a refreshing rain.—*N. C. Daily News.*

NANKING.

(FROM OUR CORRESPONDENT.)

NANKING, June 26th, 1892.

We are beginning to have hot weather now, and a punkah is a real pleasure in the sultry evenings. I have already mentioned something about the new management of the Naval College. I may add that the Viceroy, on coming into office, removed Mr. Shên Yun-ho, to appoint one of his own creatures to Mr. Shên's post, and the new incumbent conscientiously squeezed as many dollars as he possibly could out of the appointment, with the result that the College was very nearly ruined. Seeing how matters were going on, the Viceroy very wisely recalled Mr. Shên and sent him to take up his old post.

A few days ago eight of the soldiers engaged in killing locusts, entered a farm-house, and finding only two defenceless young girls, horribly outraged them. The Viceroy has decapitated four of the ruffians, and the other four are waiting their turn. Four other men have also been beheaded recently for silk robbery.

Apropos of an article in your morning contemporary, to which my attention was directed, concerning the building of two-storeyed houses in Peking, an incident has happened here which I will tell you about. A missionary about to erect a large building as a hospital, became troubled in his mind as to how the residents in the street would take the innovation. He enquired of several friendly Chinese, who told him that all the people living in the street, which is one of the principal thoroughfares of the city, were very well pleased with the idea of the new edifice. This satisfied the conscientious missionary and he determined to proceed with the building. Sometime later, however, he was informed, that if the new premises were two-storeyed, the man living on the left would be much injured through his property being depreciated on account of the height of the building. The missionary has now either to buy his neighbour's property or make the hospital a storey lower. The trouble is that the Chinese say when two buildings are beside one another, the one on the left is said to be built on the green dragon and the one on the right on the white tiger. Now, the tiger must not be higher than the dragon or death or bad luck will result. The missionary's hospital was to be erected on the white tiger, and could on no account be higher than that on which his neighbour built.—*Shanghai Mercury.*

MOUKDEN.

(FROM OUR CORRESPONDENT.)

We in the far northern regions are coming into closer contact with the civilization of the West. Imagine my surprise and pleasure the other day to see in one of our interior rivers a substantial steam-launch, over 20 feet long, lying at anchor. I went over and inspected the new arrival, and the engineer, a Shanghai man, received me pleasantly, and in clear Mandarin, informed me that it belonged to the Governor-General of Moukden and was to be used in towing Government patrol boats up and down the river. It draws three feet of water, and cannot therefore ascend the higher reaches of the river in the dry season. I learned also that it had cost about Tls. 1000, and that another one nearly 60 feet long and costing about Tls. 4000 was on the way from Shanghai.

There is great necessity for smart little craft of this kind, for they can steam ahead unaffected by wind and weather, whereas with a contrary wind the ordinary native boats have either to lie at anchor till the wind moderates, or be laboriously tracked at the slow rate of 10 or 15 miles a day. The need of a swifter means of transit than the ordinary native boat affords, is emphasized by the fact that our rivers here are infested with pirates who plunder the helpless junkmen almost at will, and it is difficult if not next to impossible, for the Government to exercise effective patrol without the aid of a number of fast steam-launches. We had often heard of the depredations of these pirates, but were somewhat sceptical of their reported numbers and daring; for beyond occasionally seeing the heads of a few of them exposed in cages along the river bank we had never come into close quarters with them. However, the immunity from attack we have hitherto enjoyed cannot be explained by either the non-existence or scarcity of these piratical bands, and a recent experience shows that the sense of security we have always felt when travelling by river was never well founded. Three days ago the boat of a lady missionary travelling under the escort of her amah and boy, was boarded about 9 o'clock at night by eleven armed men in search of plunder. There were two boats travelling together, one laden with foreign medicine, stores &c., the other containing the lady and her amah, with their personal effects. The boatmen were tracking when they encountered the pirates. On the alarm being given, the lady and her amah rose hastily and dressed in the dark, and their boat being a little distance behind the other, they were presentable by the time that nine of the rascals rudely pulled down the curtain and ordered them out. While on the first boat the men had been told that the cargo belonged to foreigners and that there was a foreign passenger on the boat immediately behind, but they did not believe it. They went to the lady's boat to see for themselves, and as they went, one was heard to say in a loud whisper to his comrades, "look out, foreigners' guns are dangerous weapons!" The lady and her amah behaved heroically and kept very cool. The pirates enquired if there were any guns or silver on board. The amah cleverly parleyed with them, and said that as her mistress was a missionary, they had nothing but provisions, books, &c.; then they addressed the lady herself, and asked her if she understood Chinese, "of course I do" she boldly replied, "what do you want here?" When satisfied that the lady was really a foreigner, and that the cargo was foreign, they at once said that they would not take anything, not even if there were five shoes of silver.

On the "boy" hearing this assuring intimation he called out "One of you took my jacket off me; please give it back to me"—which they actually did. They offered no violence except to one of the boatmen, which they did in the hope of extorting some money from him. Seeing a foreign candle burning in the lady's apartment they asked for one, and got it. Before leaving they said, "When you reach the next city, don't inform on us." "Oh no" said the amah, "you have not interfered with us and of course we shall not interfere with you." They parted most agreeably and the amah actually called out to them in the blandest possible manner—"*hwei lai tsai chien*"—*au revoir*. The *rencontre* terminated in the most satisfactory way for the captives, for besides a large amount of medicine, stores clothing &c. there were actually seven shoes of silver on board.

I believe that the pirates let the boats pass without carrying off any booty because they felt that to touch the foreigner or his goods would result in utter ruin to their trade and probably themselves also. Long may the illusion continue!

The literary and military examinations here are drawing to a close and the results will soon be published.

A moderate supply of rain has fallen and the crops are promising very well.—*Shanghai Mercury.*

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is a combination of two most valuable remedies, in a palatable and easily digested form, having great healing and strengthening properties, most valuable in *Consumption* and wasting diseases. Read the following:—"I have found Scott's Emulsion of great benefit in the treatment of phthisical and scrofulous diseases. It is extremely palatable and does not upset the stomach—thus removing the great difficulty experienced in the administration of the plain oil."—D. P. KENNA, F.R.C.S., Surgeon, St. Vincent's Hospital, Dublin. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.—(*Advt.*)

To-day's Advertisements.

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TO-NIGHT (TUESDAY), July 5th, will be produced
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A GREAT BILL FOR SATURDAY,
THE GREAT IRISH DRAMA OF THE "COLLEEN BAWN."
Mr. H. STANLEY in his great Impersonation of MYLES-NA-COPRALEEN, with SONGS and JIG.

Box Plan now open at Messrs. KELLY and WALSH.

The first-class Grand PIANO supplied by Messrs. MOUTRIE, ROBINSON & Co.

T. EMPSON,
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Hongkong, 5th July, 1892. [696

ST. JOHN LODGE
OF HONGKONG,
No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on TUESDAY NEXT, the 12th instant, at 8 for 8.30 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 5th July, 1892. [699

SPECIAL NOTICE.

THE "HONGKONG TELEGRAPH" will be on sale at the Hongkong and Victoria Hotels, opposite the Hongkong Club, and at Pedder's Wharf, EVERY EVENING from 5.30 to 7.30 o'clock.

PRICE .....TEN CENTS.

Copies ordered from the Office will be charged the usual rate—25 cents.

Advertisers are reminded that the *Hongkong Telegraph* has by far the largest circulation of any English newspaper published in the *Far East*. THIS IS GUARANTEED. Terms on application.

Hongkong, 14th October, 1891.

To-day's Advertisements.

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"FORMOSA,"
Captain Bathurst, will be despatched for the above Ports, on THURSDAY, the 7th instant, at Daylight.

For Freight or Passage, apply to
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General Managers.

Hongkong, 5th July, 1892. [700

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship
"ESMERALDA,"
Captain G. Tayler, will be despatched for the above Ports, on THURSDAY, the 7th instant, at 5 P.M.

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SHEWAN & Co.,
General Managers.

Hongkong, 5th July, 1892. [698

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"THE LAW OF STORMS IN THE EASTERN SEAS,"
(*by W. Doberck, Director of Hongkong Observatory*).

THIS useful work has been re-written and greatly enlarged, and is illustrated by lithographs showing the courses of the typhoons of late years.

The pamphlet is issued at One Dollar, and may be obtained from

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Pedder's Hill,

Hongkong 13th May 1892.

To be Let.

TO LET.

"TUSCULUM," MAGAZINE GAP.

Nos. 2, 4, & 10, SEYMOUR TERRACE.
No. 6, QUEEN'S ROAD CENTRAL, now in the occupation of Mr. Au Atack.
"BENFICA," a large TEN ROOMED HOUSE in Robinson Road, with a splendid Tennis Court.
No. 4, PEDDER'S HILL.

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, 4th July, 1892. [32

TO LET.

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FIRST FLOOR, No. 1, Blue Buildings.
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GODOWN, No. 1A, Blue Buildings.
SEMI-DETACHED HOUSES at Magazine Gap.
Nos. 2 & 2A, STAUNTON STREET (corner of the Old Bailey).
No. 10, OLD BAILEY.
No. 8, WYNDHAM STREET (newly built houses at Lower End of GLENEALY).

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LD.

Hongkong, 30th June, 1892. [592

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 3rd June, 1892. [593

Intimations.

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
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HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY.

Hongkong, 24th June, 1892. [652

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.

Hongkong, 10th March, 1892. [833

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FIRST CLASS WORKMANSHIP AND MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly articled Apprentice, and lattely assistant to Dr. ROGERS),
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(above Messrs. Dabis Bros. of China, Ld.).

CONSULTATION FREE.

Hongkong, 27th July, 1891. [891

Commercial.

LATEST QUOTATIONS

Hongkong and Shanghai Bank.—92 per cent. prem., sales and buyers.

The National Bank of China, Ld.—on £5.0.0. paid up,—40 per cent. dis., sales and sellers.

The National Bank of China, Ld.—Founders, shares, $220 per share, sellers.

The Bank of China, Japan & the Straits, Ld.—$6 per share, sellers.

The Bank of China, Japan & the Straits Ld.—Founders' shares, £24 per share, sellers.

Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.

Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—14 per cent. premium.

Union Insurance Society of Canton—$89 per share, sellers.

China Traders' Insurance Company—$60 per share, sales and sellers.

North China Insurance—Tls. 235 per share, sellers.

Canton Insurance Company, Limited—$99 per share, sellers.

Yangtsze Insurance Association—$102, buyers.

On Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—$270 per share, sellers.

China Fire Insurance Company—$84 per share, buyers.

Hongkong, Canton, and Macao Steamboat Co.—$28½ per share, sellers.

China and Manila Steam Ship Company—25 per share, sellers.

Indo-China Steam Navigation Company, Limited—35 per cent. discount, sellers.

Douglas Steamship Company—$37 per share, buyers.

The Steam Launch Co., Limited—nominal.

Hongkong and Whampoa Dock Company—$81 per cent. premium, buyers.

Geo. Fenwick & Co., Limited—$14½ per share, sellers.

Hongkong Hotel Company—$23 per share, sellers.

Hongkong Hotel Co.'s Six per-cent. Debentures—$501.

The Austin Arms Hotel and Building Company, Limited—$6 per share, sellers.

The Shameen Hotel Co., Limited—$8 per share, sellers.

Punjom and Sunghie Dua Samantan Mining Co.—85 cents per share, sellers.

The Raub Gold Mining Co., Limited—45 cents per share, sellers.

New Imuris Mining Co., Limited—$1.70 per share, buyers.

The Balmoral Gold Mining Co., Limited—nominal.

Tonquin Coal Mining Co.—$175 per share, buyers.

The Jelebu Mining and Trading Co., Limited—$5 per share, buyers.

The Selama Tin Mining Co., Limited—10 cents per share, buyers.

London and Pacific Petroleum Co., Ld.—£2 sellers.

China Sugar Refining Company, Limited—$120 per share, sellers.

Luzon Sugar Refining Company, Limited—$29 per share, sellers.

A. S. Watson & Co., Limited—$15½ per share, sellers.

Cruickshank & Co., Limited—$12 per share, sales and buyers.

Hongkong Dairy Farm Co., Limited—$4½ per share, buyers.

The Kowloon Land Investment Co., Limited—$7½ per share, sellers.

The Hongkong Land Investment Co., Limited—$54 per share, sales and sellers.

The West Point Buildings Co., Limited—$20 per share, sellers.

H. G. Brown & Co., Limited—$23 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—$48 per share, sales and sellers.

Hongkong Rope Manufacturing Company, Limited—$95 per share, buyers.

Hongkong Gas Company—$102 per share, sales.

Hongkong Ice Company—$69 per share, buyers.

Hongkong and China Bakery Company, Limited—$65 per share, sellers.

The Hongkong Brick and Cement Co., Limited—$7 per share, sellers.

The Green Island Cement Co.—$6 per share, sellers.

The Hongkong Electric Light Co., Limited—$3 per share, sales and sellers.

The Hongkong Steam Laundry Co., Limited—$25 per share, nominal.

The Hongkong High-Level Tramway Co., Limited—$40 per share, sellers.

EXCHANGE.

ON LONDON—Bank, T. T. 2/10⅝
Bank Bills, on demand 2/10⅝
Bank Bills, at 4 months' sight 2/10⅞
Credits at 4 months' sight 2/11⅛
Documentary Bills, at 4 months' sight 2/11¼

ON PARIS—
Bank Bills, on demand 3.61
Credits, at 4 months' sight 3.70

ON INDIA:—
T. T. 222½
On Demand 222¾

ON SHANGHAI—
Bank, T. T. 72½
Private, 30 days' sight 73

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

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Mr. Thos. Blamey.
Mr. Paul Boell.
Mr. S. Brown.
Miss Buswell.
Mr. A. Butler.
Mr. S. N. Cohen.
Mr. & Mrs. W. Docker.
Miss Docker.
Mr. A. Ettlinger.
Surgeon-Major & Mrs. G. C. Hall.
Mr. M. M. Kuhn.
Rev. J. M. Morton, B.A.
Dr. and Mrs. Robbins.
Mr. F. E. Shean.
Mr. J. M. Speet.
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Mr. E. O. Tuttle.
Mr. P. R. S. Vincent.
Lieut.-Col. Wilbraham.
Capt. W. S. Wyles.

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Mr. Chaudet.
Mr. Haeland.
Mr. Thomas Howard.
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Mr. E. W. Maitland.
Mr. F. Maitland.
Captain Munro.
Mr. and Mrs. Perkins.
Mr. Plummer.
Mr. G. H. Potts.
Mrs. Rogers & children.
Mr. A. Findlay Smith and family.
Mr. Wm. Smith.
Mr. Stephen.
Captain Stewart.
Mr. Geo. L. Tomlin.
Mr. H. P. Tooker.
Dr. Fyffe.

CHINA COAST METEOROLOGICAL REGISTER.

4th July, 1892.—At 4 p.m.

STATION.	Barometer reduced to level of sea.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	.....	...	...	...	...	...	...
Tokio	29.92	...	...	S	3	...	...
Nagasaki	.....	...	...	...	...	...	...
Shanghai	29.75	90	91	S	2	c	...
Foochow	.....	...	...	...	...	...	...
Amoy	29.92	80	69	S	2	b	...
Anping	29.90	85	...	WNW	4	b	...
Swatow	29.90	86	...	SSE	3	c	...
Hongkong	29.88	85	86	E	2	c	...
Victoria Peak	.....	...	...	SE	3	...	...
Canton	29.87	91	74	S	2	c	...
Macao	29.88	88	80	ESE	1	c	...
Hoihow	.....	...	...	...	...	...	...
Haiphong	29.80	81	89	S	1	c	...
Pakhoi	29.83	88	69	NNW	2	c	...
Manila	29.88	85	80	ESE	1	m	...
Cape St. James	.....	...	...	N	4	pr	...

5th July, 1892.—At 10 a.m.

STATION.	Barometer reduced to level of sea.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	.....	...	...	...	...	...	...
Tokyo	.....	...	...	...	...	...	...
Nagasaki	.....	...	...	...	...	...	...
Shanghai	.....	...	...	...	...	...	...
Foochow	.....	...	...	...	...	...	...
Amoy	29.89	82	79	SW	1	c	...
Anping	.....	...	...	...	...	...	...
Swatow	29.96	82	...	WSW	1	op	...
Hongkong	29.90	84	84	E	1	c	0.01
Victoria Peak	.....	...	...	SE	2	...	...
Canton	29.90	86	79	SE	1	pd	...
Macao	.....	...	...	...	...	...	...
Hoihow	.....	...	...	...	...	...	...
Haiphong	29.86	79	98	SSE	1	c	...
Pakhoi	29.88	90	70	ESE	1	c	...
Manila	.....	...	...	...	...	...	...
Cape St. James	.....	...	...	NW	3	cr	...

Barometer falling. Gradients slight for south-east winds. Weather—cloudy, rather warm and damp (Issued at 10.0 a.m.)

1—Barometer reduced to level of the sea in inches, tenths and hundredths. 2—Temperature in the shade in degrees, Fahrenheit. 3—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4—Direction of the wind to two points. 5—Force of the wind according to Beaufort scale. 6—State of the weather, b Blue sky, c Detached clouds, d Drizzling rain, f Fog, g Gloomy, h Hail, l Lightning, o Overcast, p Passing showers, q Squally, r Rain, s Snow, t Thunder, v Visibility, w Dew wet. 7—Rain in inches, tenths and hundredths.

W. DOSSETOR,
Hongkong Observatory, 5th July, 1892.

Shipping.

ARRIVALS.

ESMERALDA, British steamer, 966, G. A. Taylor, 5th July,—Manila 2nd July, General.—Shewan & Co.

NIOBE, German steamer, 1,440, E. G. Pfaff, 5th July,—Kobe 28th June, General.—Siemssen & Co.

MATHILDE, British steamer, 600, P. Moos, 5th July,—Canton 5th July, General.—Siemssen & Co.

TAI-YUAN, British steamer, 1,495, R. Nelson, R.N.R., 5th July,—Foochow 3rd July, Tea for Melbourne.—Butterfield & Swire.

FORMOSA, British steamer, 674, H. Bathurst, 5th July,—Tamsui 30th June, Amoy 3rd July, and Swatow 4th, General.—D. Laprik & Co.

NINGCHOW, British steamer, 1,735, H. L. Allen, 5th July,—Japan, *via* Shanghai, and Foochow 3rd July, Tea and General.—Arnhold, Karberg & Co.

ROHILLA, British steamer, 2,174, J. F. Jephson, 5th July,—Shanghai 2nd July, Mails and General.—P. & O. S. N. Co.

CLEARANCES AT THE HARBOUR OFFICE.

Ask, Danish steamer, for Haiphong.
Maefoo, Chinese steamer, for Shanghai.
Taicheong, German steamer, for Swatow, &c.
Kutsang, British steamer, for Singapore, &c.

DEPARTURES.

July 5, *Choysang*, British steamer, for Swatow and Shanghai.
July 5, *Taicheong*, German steamer, for Swatow and Deli.
July 5, *Maefoo*, Chinese str., for Shanghai.
July 5, *Haitan*, British str., for Swatow, &c.
July 5, *Kintuck*, British steamer, for Shanghai.
July 5, *Kutsang*, British str., for Singapore, &c.
July 5, *Tatyuan*, British str., for Melbourne.
July 5, *Siam*, British steamer, for Singapore.

PASSENGERS—ARRIVED.

Per *Esmeralda*, str., from Manila.—7 Chinese.

Per *Formosa*, str., from Tamsui, &c.—114 Chinese.

Per *Rohilla*, str., from Shanghai.—Mrs. Piorkowska, Messrs. A. Richardson, Loong Chow Son, Loong King Hoi, W. Brauer, and 8 Chinese.

REPORTS.

The British steamship *Rohilla* reports that she left Shanghai on the 2nd instant. Had fine weather throughout.

The British steamship *Esmeralda* reports that she left Manila on the 2nd instant. Had fine weather and smooth sea with light east wind.

The British steamship *Tatyuan* reports that she left Foochow on the 3rd instant. Had moderate south-west to south-south-west winds and fine weather throughout.

The British steamship *Ningchow* reports that she left Japan, *via* Shanghai, and Foochow on the 3rd instant. Had light variable winds with smooth sea and fine clear weather throughout.

The British steamship *Formosa* reports that she left Tamsui on the 30th ultimo, Amoy on the 3rd instant, and Swatow on the 4th. From Tamsui to Amoy had light south-west winds and fine weather. From Amoy to Swatow had light south-east winds and fine weather. From Swatow to port had light south wind and fine weather. In Amoy the steamships *Kungpat*, *Kwelyang*, and *Continental*. In Swatow the steamship *Nanchang*.

Post Office.

A MAIL WILL CLOSE

For Shanghai.—Per *Airlie* to-morrow, the 6th instant, at 11.30 A.M.

For Amoy and Manila.—Per *Don Juan* to-morrow, the 6th instant, at 3.30 P.M.

For Shanghai.—Per *Mathilde* to-morrow, the 6th instant, at 3.30 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

ACTIV, Danish steamer, 355, H. Hygom, 1st July,—Haiphong 27th June, Rice and Paddy. A. R. Marty.

AIRLIE, British steamer, 2,400, Winthorp Ellis, 3rd July,—Port Adelaide 31st May, Sydney 9th June, Brisbane 11th, Townsville 14th, Cooktown 15th, Thursday Island 18th, and Port Darwin 23rd, General.—Gibb, Livingston & Co.

ANCONA, British steamer, 1,888, W. D. Mudie, 4th July,—Yokohama 25th June, and Nagasaki 30th, Mails and General.—P. & O. S. N. Co.

ARAGAO, Japanese steamer, 1,521, H. Saito, 3rd July,—Nagasaki 28th July, Coals.—Mitsu Bishi Colliery.

HONGKONG—STEAMERS.
Continued.

ASK, Danish steamer, 682, Robert, 2nd July,—Haiphong 30th June, Rice.—A. R. Marty.

BORMIDA, Italian steamer, 1,499, F. Susini, 3rd July,—Bombay 15th June, and Singapore 26th, General.—Carlowitz & Co.

CHARTERS TOWER, British steamer, 1,705, A. Murray, 3rd July,—Kutchinotzu 28th June, Coals.—Mitsui Bussan Kaishia.

DEVAWONGSE, British steamer, 1,057, P. H. Loff, 28th June,—Bangkok 20th June, and Koh-si-chang 22nd, Rice and General.—Yuen Fat Hong.

DON JUAN, Spanish steamer, 654, R. Beltran, 4th July,—Manila 1st July, General.—Brandão & Co.

DORIS, German steamer, 771, Petersen, 3rd July,—Newchwang 25th June, and Chefoo 27th, Beans and General.—Wieler & Co.

EMPRESS OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 27th June, —Vancouver 5th June, Yokohama 20th, Kobe 22nd, and Shanghai 24th, General.—Canadian Pacific Railway Co.

HIOO MARU, Japanese steamer, 871, J. Jones, 4th July,—Manila 1st July, General.—Geo. R. Stevens & Co.

LENNOX, British steamer, 1,575, Ward, 1st July,—Saigon 29th June, Rice, etc.—Dodwell, Carlill & Co.

MONGKUT, British steamer, 859, H. Dean, 1st July,—Bangkok 24th June, and Koh-si-chang 25th, Rice and General.—Yuen Fat Hong.

NURNBERG, German steamer, 2,007, R. Heintze, 24th June,—Shanghai 21st June, General.—Melchers & Co.

OCEANIC, British steamer, 1,808, W. M. Smith, R.N.R., 26th June,—San Francisco 4th May, and Yokohama 21st June, Mails and General.—O. & O. S. S. Co.

OGRIYA, British steamer, 419, J. M. Daly, 23rd May,—Singapore 16th May, General.—Butterfield & Swire.

PILOT FISH, British steamer, 161, A. Stopani,—Hongkong and Whampoa Dock Co.

SISHAN, British steamer, 845, E. F. Stovell, 28th June,—Saigon 24th June, General.—Kien Tye Loong.

TETARTOS, German steamer, 1,578, W. Breitung, 26th June,—Saigon 22nd June, Rice and Paddy.—Siemssen & Co.

TORRINGTON, British steamer, 1,563, J. Young, 26th June,—Kutchinotzu 20th June, Coal.—Jardine, Matheson & Co.

ZAMBESI, British steamer, 1,650, Edwards, 8th May,—Victoria, B.C., *via* Honolulu 2nd April, General.—Gibb, Livingston & Co.

SAILING VESSELS.

BELLE OF BATH, American ship, 1,347, F. M. Blethen, 27th June,—New York 8th March, Petroleum.—Jardine, Matheson & Co.

CHARMER, American ship, 1,796, J. W. Holmes, 14th May,—New York 30th Nov., Kerosene Oil.—Jardine, Matheson & Co.

COLUMBUS, German ship, 1,429, F. Stover, 30th May,—Singapore 19th May, Ballast.—Melchers & Co.

ELIZABETH GRAHAM, British bark, 598, Chas. Hodge, 5th June,—Albany (W.A.), 29th April, Sandalwood and Roots.—Order.

F. P. LITCHFIELD, American ship, 1,042, Young, 21st June,—New York 15th Feb., Petroleum.—Arnhold, Karberg.

IRIS, British schooner, 206, Chluntz, 12th June,—Hamling Pool 7th May, Sandalwood.—Siemssen & Co.

JOHN MCLEOD, British ship, 1,595, Henderson, 9th June,—from Pratas Reef, Ballast.—Captain.

MABEL TAYLOR, British steamer, 1,298, C. E. Dukes, 1st June,—New York 28th Dec., Kerosene Oil.—Hewett & Co.

MCLAURIN, American ship, 1,343, Frank L. Oakes, 25th May,—New York 3rd January, Kerosene Oil.—Jardine, Matheson & Co.

NICOVA, British bark, 594, T. Norris, 28th June,—Bangkok 14th June, General.—Wieler & Co.

P. N. BLANCHARD, American ship, 1,503, N. W. Blanchard, 15th June,—New York 21st February, Oil.—Reuter, Brockelmann & Co.

STERLING, American ship, 1,663, Geo. W. Goodwin, 29th June,—New York 16th Dec., Kerosene Oil.—Jardine, Matheson & Co.

WM. G. DAVIS, American ship, Lynam, 20th June,—New York 3rd April, Kerosene Oil.—Jardine, Matheson & Co.

Intimations.

F. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS, NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS,

No. 11, Praya Central,
(Opposite Pedder's Wharf).

SOLE AGENTS FOR

RAHTJEN'S GENUINE COMPOSITION FOR THE BOTTOMS OF IRON SHIPS.

HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.

SPECIALLY ENGRAVED

EXTRA PRIME PORK and BEEF in Barrels.

Also

AMERICAN PRIME SUGAR-CURED HAMS and BACON.

CHR. MOTZ & Co., BORDEAUX CLARET.

CEMENT from the celebrated Factory of Hemmoor.

FLENSBURG STOCK BEER.

ENGINEERS AND BLACKSMITHS' MACHINERY AND TOOLS.

EVERY KIND OF SHIPS STORES AND REQUISITES *ALWAYS IN STOCK*

AT

REASONABLE PRICES.

ALL KINDS OF COALS SUPPLIED AT THE SHORTEST NOTICE.

Des Coteaux et fils finest old BRANDY, COGNAC, 4 Stars, selected expressly for F. B. & Co., Sole Agents.

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FOR CHINA AND JAPAN
FOR THE

TULE LIFE PRESERVER AND RAFT.

Manufactured by the LEDUC TULE IMPROVEMENT COMPANY, SAN FRANCISCO, CAL.

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Acknowledged by the scientific world as the MOST EFFECTIVE DISINFECTANT DEODORISER and GERMICIDE.

Is neither poisonous nor caustic, may be used by everybody without the slightest apprehension of danger.

Hongkong, 8th March, 1892. [832

Intimations.

W. POWELL & CO.

JUST RECEIVED

A FRESH ASSORTMENT OF LATEST SPECIALITIES IN

SUMMER DRESS MATERIALS,

D'ECOSSE MUSLINS. EGYPTIAN LAWNS.
FANCY SURAHS. CREPE DE CHINES.
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&c. &c. &c.

W. POWELL & CO.

Hongkong, 4th July, 1892 [5

THE IMPERIAL HOTEL LTD.

C. S. ARTHUR, MANAGER. TOKIO, JAPAN.

THE FINEST HOTEL IN THE EAST.

(Under the distinguished patronage of the Imperial Household.)

THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokyo Railway and is in near proximity to the Imperial Palace, the Parliament House and the Chief Public Offices.

There are no inside rooms, thus securing well lighted, ventilated and cheerful accommodations. The Cuisine cannot be surpassed, and the aim of the management is to provide for the comfort and pleasure of the guests. The attractions of Tokio are countless, and the religious and floral festivals being of daily occurrence are to be seen at their best and on a grander scale than in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their head-quarters.

RATES, $3 TO $4.50 PER DAY.

C. S. ARTHUR,
Manager.

[166

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PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.

City of Rio de Janeiro.....Tuesday, 19th July.
China (via Honolulu) ...Saturday, 20th August.
Peru .....Thursday, 8th Sept.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO"

will be despatched for SAN FRANCISCO, *viâ* YOKOHAMA, on TUESDAY, the 19th July, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

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From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O... $225.00
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Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

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DESTINATION.	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb.	285.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn., Minneapolis, Minn	292.00	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio	302.30	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn	310.25	307.00
Niagara Falls, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and the families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months $337.50
12 months $393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's, and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 29th June, 1892 [1

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Oceanic .....Thursday, 7th July.
Gaelic .....Saturday, 30th July.
Belgic .....Tuesday, 30th August

THE Steamship

"OCEANIC"

will be despatched for San Francisco, *viâ* Yokohama and Honolulu, on THURSDAY, the 7th July, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.

From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O... $225.00
To Liverpool and London 325.00
To Paris and Bremen 345.00
To Havre and Hamburg 335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb.	285.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn., Minneapolis, Minn	292.00	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio	302.30	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn	310.25	307.00
Niagara Fall, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months $337.50
12 months $393.75

Time is reckoned from date of issue to date o re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 29th June, 1892. [6

Mails.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION).

Empress of India. | Saturday... | July 9th.
Empress of Japan | Saturday... | July 30th.
Empress of China | Saturday... | August 20th.

THE R. M. S. "EMPRESS OF INDIA," Lieut. O. P. Marshall, R.N.R., Commander, sailing at Noon, on SATURDAY, the 9th July, 1892, with Her Majesty's Mails, will proceed to VANCOUVER, *viâ* SHANGHAI, KOBE INLAND SEA and YOKOHAMA.

RATES OF PASSAGE.
(In Mexican Dollars).
FROM HONGKONG, FIRST CLASS.

TO	One Way Fares.	Prepaid return. 4 mos.	Prepaid return. 21 mos.
Vancouver, Victoria, Esquimault, New Westminster, B.C.	225	338	394
Port Townsend, Seattle, Tacoma, Wash.			
Portland, Ore., San Francisco			
Banff Calgarry, Alba	255	383	447
Winnipeg, Man	275	413	482
To Minneapolis, St. Paul, Duluth, Minn	285	428	499
Chicago, Ill., Kansas City, St. Louis, Mo	295	442	517
Milwaukee, Wis			
Detroit, Mich., Cincinnati, Cleveland, Columbus, O.			
Hamilton, London, Toronto, Ont.	305	458	534
Buffalo, Niagara Falls., N.Y.			
Kingston, Ottawa, Ont., Montreal, Quebec, Que.			
New York, Albany, Troy, Rochester, N.Y.			
Baltimore, Md., Philadelphia, Pittsburg, Pa.	310	465	543
Washington, D. C., Boston, Mass., Portland, Me.			
Halifax, N.S., St. John, N.B.			
Liverpool and London via Liverpool	325	575	650
Paris, via Liverpool and London	345	not issued	
Havre, via Liverpool	335		
Bremen, "	345		
Hamburg, "	335		

2nd class steamer and 1st class on rail, and 2nd class steamer and rail, also Steerage Fares and Rates to other places, quoted on application.

The Steamers call at Victoria to land and embark passengers.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway, Vancouver, B. C.

Parcels must be sent to the Company's Office with address marked in full, by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

E. HOLLOWAY,
General Agent
Office, Pedder's Street.

Hongkong, 18th June, 1892 [3

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION.)

Devawongse ... | Saturday... | July 9th.
Phra Nang..... | Saturday... | July 30th.
Parthia ..... | Saturday... | August 20th.
A Steamer ..... | Saturday... | September 3rd.

AND THEREAFTER THE PERMANENT SERVICE OF THE COMPANY'S REGULAR STEAMERS.

THE Steamship

"DEVAWONGSE,"

Captain Anderson, sailing at Noon, on SATURDAY, the 9th July, will proceed to VICTORIA, B.C., and, TACOMA, *viâ* NAGASAKI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the General Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 2nd July, 1892. [510

NOTICE.

KANADA COAL,

FROM

TAGAWA-GORI, BUZEN, JAPAN.

NOTICE is hereby given that the Undersigned have been appointed Sole Agents for the Sale of the above COAL.

MITSUI BUSSAN KAISHIA,
8, Queen's Road Central.

Hongkong, 22nd June, 1892. [1192

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